

'RED TAPE'

Continued from page 1

most of the good catches came from, but that only lasted about 48 hours then the fishing just packed up. We were towing up to six hours for five baskets, it was hopeless.

"Then we tried to get the box shifted, but when we asked they said there was no possibility of trawlers going south of Stalberg or east 160° of Strunness.

"The gunboats didn't bother us because we weren't catching fish. I know of ten ships that towed south to north in the box on the north-west and nobody bothered two or three baskets a tow.

Skipper Stevens also felt it was time another box was opened up to give the skippers a wider choice of grounds.

He felt the Icelandic gunboats would begin harassment again if the trawlers began fishing well and events since Skipper Stevens brought *Belgum* back have justified this concern. (See cont. 5.)

Aid: Scots will go to the top

SUPPORT from ancillary industries and commercial for the Scottish trawler industry, in the campaign to secure Government financial aid to keep the fleet viable was assured at a crisis meeting at Aberdeen.

It was decided that the industry would appeal directly to the Prime Minister, James Callaghan, if the new Scottish Secretary, Bruce Millan, rejected the plea for aid like his predecessor, William Ross.

Thirty boats have been withdrawn from service at Aberdeen due to the economic situation and more vessels will be tied up if the situation does not improve.

At earlier crisis meetings with the industry, it was

stated that 8,000 jobs would be lost at Aberdeen if the fleet had to tie up. And some 20,000 jobs would be affected in the region.

The talks were called by the Scottish Trawlers' Federation to update the various interests on the progress of a submission to the Government on the industry's continuing economic difficulties.

Target

Representations would be made to the Scottish Secretary for the introduction of a profitability-based scheme of Government aid, which, said a statement issued after the talks, would "cost the treasury nothing, if the Government were on target about the industry's future prospects."

The State added that the former Scottish secretary, William Ross, rejected the plea for aid on the grounds that catch rates and earnings per sea day had improved this year.

The meeting at Aberdeen endorsed the Federation's view that the Government's interpretation of the position was based on a very narrow and short term consideration of earnings in the early part of 1976.

COMMENT

REGULATION of fishing and protection of stocks are seen as the main roles of international commissions. For a long time now, there has been growing disenchantment among many responsible fishing nations at the inability of these bodies effectively to regulate quota systems — especially when some countries are determined to cheat.

On top of this huge problem, it is now quite clear that even when a fish stock is in danger of annihilation, the commission responsible cannot muster enough muscle to take the necessary steps to protect and save it. By failing to get agreement on a sorely needed North Sea herring ban, the latest meeting in London, of the North East Atlantic Fisheries Commission, has destroyed the last shred of confidence that as a body it can function in its proper role. British fishermen, already under difficulty in paying their way were prepared to stop fishing, but more than half the member states of ICNAF were not.

Out of 15 countries the only backing for the official UK proposal at the meeting, which called for a closedown during the last six months of this year, came from Iceland, Poland, Ireland, USSR and the Federal Republic of Germany.

The failure of this meeting can only intensify pressure on the British Government to widen limits over which we have jurisdiction. It is not difficult to see which way the EEC's proposals for a quota system among member states would go, when countries like France, Denmark, Belgium and Holland, who have fishing interests in the North Sea, cannot even back an agreement aimed at saving a stock from extinction.

fishing news

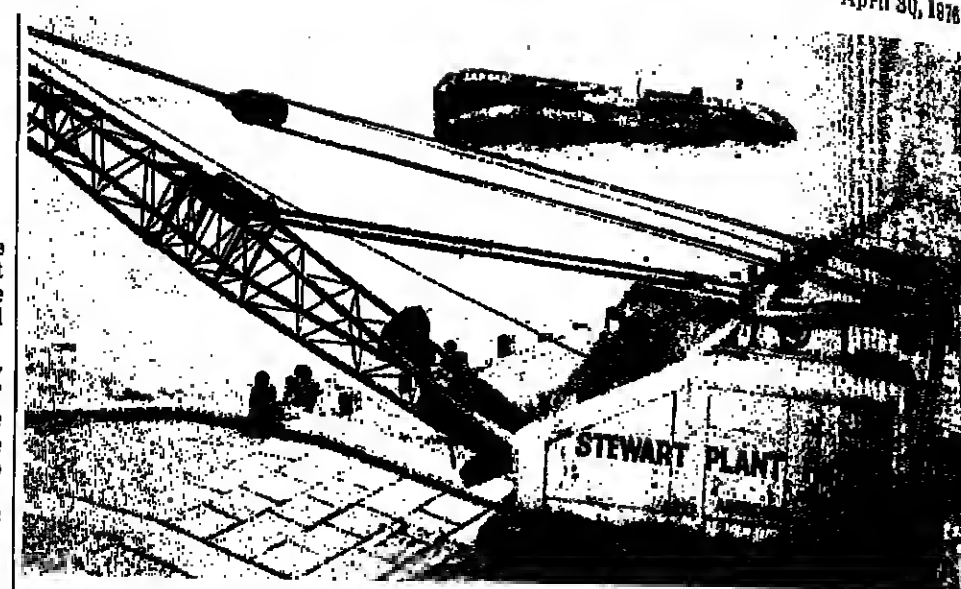
Editor: Harry Barrett

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Karemme aground again

THE GRANTON registered fishing boat *Karemme* (above), which was aground at Aberdeen for more than five weeks, was refloated and ran aground again only hours later.

The boat had just been pulled clear from Aberdeen beach by the salvage vessel *Minto* and an Aberdeen harbour tug. She was under tow for Fraserburgh when she went ashore.

The vessel had been coming in to find shelter during the night when the second grounding occurred. Both crews got ashore safely by lifeline.

A coastguard at Aberdeen said that both vessels were in

a bad position at the mouth of the River Ythan.

The 49-ton *Karemme* was bound for her home port and had just left Aberdeen on March 12 when she ran aground during a force 8 gale.

Skipper Ernest Watt (27) of Edinburgh, and his crew of

four, were rescued by *Aberdeen* lifeboat after the *Karemme* had earlier called at Aberdeen for an oil change and repairs to a net.

The vessel, since her grounding, has been sold to *Seaguard Metals Ltd.* of Peterhead.

Gunboats back on the attack

IN A series of determined and aggressive warping attacks last week, Icelandic gunboats launched the first major assault on the British trawler fleet off Iceland for almost two months.

The trouble flared up again on April 22 when the gunboats *Tyr*, *Aegir* and *Odin* struck with alarming swiftness at 38 British vessels as they fished in dense fog off the east coast.

The Icelandic flagships, *Tyr*, drew first blood when she cut through both warps of the Hull trawler *Benello* (the third time she has fallen victim) and then chopped away one wire on the Grimsby vessel *Northern Gift*, despite close marking by the Naval frigate *Noted*. Both incidents took place inside an inshore limit.

Tyr then outflanked British protection vessels to make further runs at *Kingston Pearl*, from Hull, and *Rosa Khortoum*, from Grimsby, before catching *Arctic Vandal* with her gear still out and severing one wire.

Meanwhile, *Aegir* and *Odin* were both busy taking full advantage of the fog to press home attacks.

Aegir was kept at bay by the protection vessels, but *Odin* only narrowly missed the trawl wires of Hull's *C.S. Forester* and *Noreno* from Fleetwood.

Later *Aegir* slipped her escort and made a run at *Arctic Corsair*, but the Hull trawler evaded her.

The continued presence of the three gunboats prevented about 20 British trawlers from fishing at all on the following day and the frigates were kept busy fending off runs as the trio circled the pack.

Last Saturday *Noted* was holed in a collision with *Tyr* as the two vessels jostled each other at close quarters.

According to Naval accounts of the incident, which again took place in fog, *Tyr* swung her stern into *Noted*'s bows causing a 4ft gap about 2ft above the waterline.

There were no casualties and the frigates were able to continue on station unaffected.

NORWAY TALKS DRAW A BLANK

ROY Hattestøl, Foreign Office Minister, returned to London last Friday after three days of talks with the Norwegian Government about the Cod War with Iceland and in particular the role of a third country as mediator in the dispute.

Since Iceland broke off diplomatic relations in February, Norway has acted as the link between the two countries, but Mr. Hattestøl said no positive decision were made at the talks, although the Norwegians showed a great deal of interest.

He dismissed reports of German offers to mediate and said he had no knowledge of them.

TOP TRIP

AFTER THREE good totalling over £10 Grimsby's latest haul hit the jackpot with a landing last week of 298-kilogram cod. Skipper Lail Grimsby said it was the best year for a Grimsby full description of the trip.

HERRING DEAL A 'DISASTER'

THE LATEST session of the North East Atlantic Fisheries Commission has produced a recipe for disaster, said Skipper Jim Lovie, chief executive of the Scottish Fisheries Organisation.

He added that North Sea herring was doomed because inadequate measures had been taken to protect it.

The conference had produced proposals which would inevitably mean the loss of the North Sea stock this summer. This was despite a year's ban sought by

Scottish fishermen to give the opportunity to recover; a move also recommended by the Commission's Scientific Advisory Committee.

An allowable catch of 180,000 tonnes was far more than stocks could take, said Skipper Lovie. Scottish fishermen had lost all confidence in NEAFC.

The Commission yielded only too readily to political pressure and the herring was going to be the loser, stated Skipper Lovie. "There's just one answer now, if we want herring for the future it's a time we extended limits."

He added that Scottish

fishermen had also lost faith in the international monitoring system planned to check that fishing nations are not exceeding catch allocations.

At the meeting, the UK proposed that during the second half of 1976 no directed fishing for herring should be allowed. But this move did not get a two-thirds majority backing.

The proposal, finally adopted by the Conference, offers the UK a quota, for the whole of 1976, of 9,700 tons and discussions will be held with the fishing organisations to consider whether the UK should object to this on the grounds that the total international catch of herring would be too high.

And also that the quota does not recognise the sacrifices which British herring fishermen have had to make in the past ten years as a result of over fishing by other countries, often in proximity to the British coast.

French 'pirates' board trawlers

TWO Irish trawlers were boarded by the French Navy 20 miles off Glogherhead, Co. Louth, on last Friday night and their nets measured. The Irish Fishermen's Organisation has complained to the French Embassy in Dublin and called on the Irish Government to protest to France over the incident.

The organisation said that the French had acted as pirates, and warned that future boarding attempts would be forcibly resisted by Irish fishermen.

The French Naval officers said they were acting on the authority of the north-east Atlantic fisheries committee when they boarded *Supreme*, owned by Skipper Pat Connolly, and *Boy Evans*, owned by Skipper David Sharkey. But the international agreement, under which they claim to be acting, is not yet binding in Ireland.

The agreement gave member countries of the Commission the right to board fishing vessels of other member countries to check the mesh lines of nets.

The Irish Fishermen's Organisation said it was not aware of the agreement. The Irish Department of Foreign Affairs said the agreement had not yet come into effect, as far as Ireland was concerned.

Yesso's record

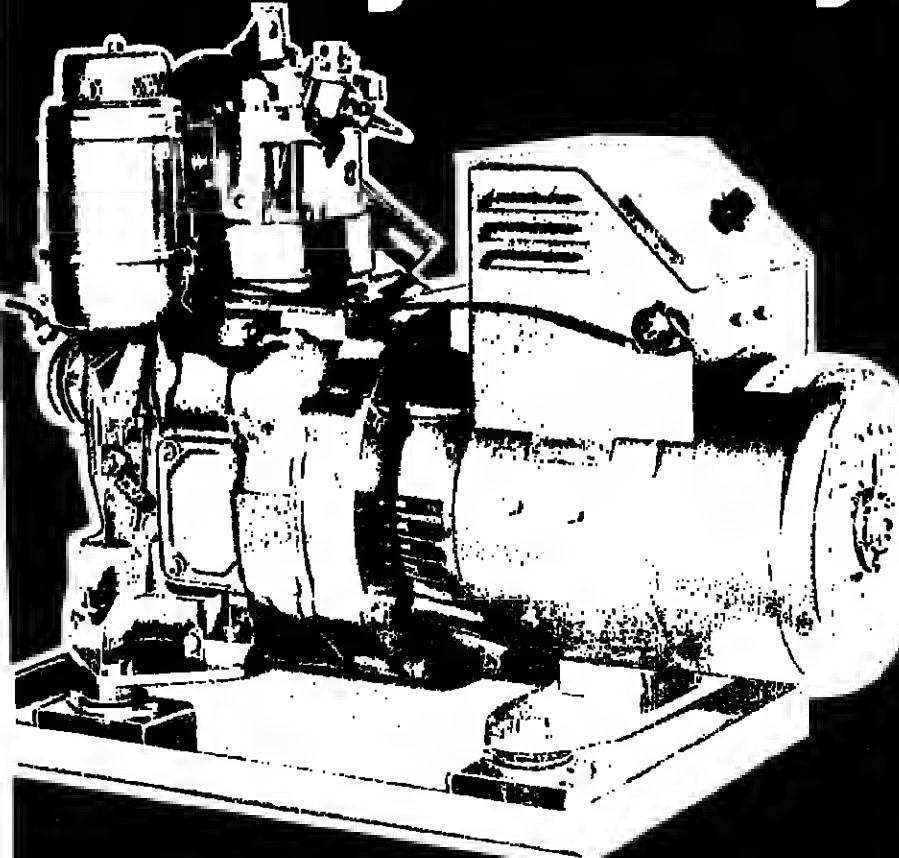
A welcome sight at Peterhead last week was the trawler *Silver Lining* on the move again after more than a year in port. She has now arrived at Salford Shipyard, in Devon, where work will start to sort out stability problems. Despite her long lay-up there was no serious deterioration in her hull or fittings and the vessel had a good trip south. See comment.

THE 128ft Grimsby middle water trawler *Yesso* (Skipper F. Brown) set up a new record crossing for owners H. L. Taylor Ltd. on Monday with £20,083 from a 17-day Forrester/Weatley trip of 968 kts. *Yesso* landed a mixed catch including over 500 kts of haddock.

Then some of them sent for their wives, who are reported as being so delighted with the island, they plan to bring their children for holidays there.

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Take-over at Drypool yard

UNCERTAINTY over the future of the Drypool Group's Selby shipyard — and the jobs of 325 people — has ended with an announcement by the Hull-based United Towing Ltd. that it has decided to buy the yard.

United Towing ranks among the foremost tug owning and ocean salvage companies in Britain and it is expected that the yard will be taken over officially on June 1.

Since the Drypool Group ran into financial difficulties, there have been continuing efforts by a bank-appointed receiver to keep the Group's yards in Hull and Beverley, as well as Selby, operating.

Commenting on the plans, Mr. A. B. Wilberham, chairman of United Towing, said the company is convinced the Selby workers will co-operate to re-establish the yard.

United Towing would be immediately investing £500,000 in the new company, and there would be a loan of £400,000 under the Industry Act. This, together with normal bank facilities, would ensure the company is adequately financed.

The purchase price will not be known until stocks have been valued on the takeover day.

Mr. Wilberham stated that the basis on which ships already being built at Selby would be completed had been agreed. These vessels are the immediate work programme, together with two harbour tugs being ordered by subsidiaries of United Towing.

Stressing that the Selby yard is not being bought solely

for United Towing and its associate companies, Mr. Wilberham remarked: "It is the intention of the new company to solicit orders for new vessels suitable for construction at the yard."

"It is our belief that there is a good long-term future outside the nationalised sector for this yard, which has long tradition for building first-class ships."

"We believe that these facilities will be particularly attractive to British owners who will prefer to build in this country where good financial assistance is available and, thus, avoid the currency exchange risks of building abroad."

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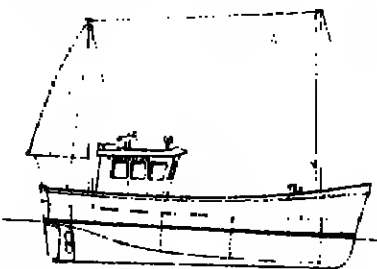
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Earnings up

WHITE fish landings at Fraserburgh during March were worth £180,000 more than in the corresponding month last year, Fraserburgh harbour board was told last Friday.

In March, white fish landings revenue amounted to £344,451, against £163,640 in March 1976.

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THIRD GREENLAND RECORD-BREAKER —£56,174 for Fyldea

FLEETWOOD'S new grossing record has been smashed just over a week after it was set up. Last week the stern trawler *Fyldea* (Skipper Victor Buschini) took the record after being diverted to Hull with a big Greenland catch. During the previous week her sister-ship, *Jocinta*, had set a record of £54,731 with a catch from the same grounds which was landed at Fleetwood.

It was expected that *Fyldea* might set a new record, but there was suspense when *Fyldea* only part landed on Wednesday.

On that day 2,051 kits were landed which sold for £40,932.

Then, the following day the remaining 773 kits sold for £15,342. This gave *Fyldea* a total grossing of £56,174 — a new record for a Fleetwood vessel.

Jim Cross, manager of Fleetwood for the vessel's owners, J. Marr and Son, said: "These recent trips from East Greenland have

been a fillip to the industry considering the state it has been in recently. There has been keen, but friendly, competition between the two ships and their crews."

"They have done some fine work at the Greenland grounds which have not been fished so extensively by Fleetwood vessels before. This trip is something of a breakthrough for *Fyldea* which, in recent months, has been dogged by bad luck, having had trouble with her winch."

The East Greenland fishing has seen Fleetwood's port record hoisted three times in less than as many months. *Jocinta*, which is commanded by Skipper Bill Taylor, originally found the

fish. On her first trip to the area she made £37,000. On the following voyage she returned to the area and made £49,012 to smash the previous record of around £41,000.

Jocinta returned to the area yet again and sailed back with her £54,731 catch and, then, last week *Fyldea* bettered even this total.

There is now little doubt that the *Goonia*-type stern trawler, of which *Jocinta* and *Fyldea* are bigger versions, must be one of the design success stories of recent years.

With crews of only 16, they have proved capable of improving on the performances of much bigger vessels.

Ton-up at Redcar

REDCAR'S fishing fleet has now reached 100 vessels — the largest it has ever been — and there are problems parking the craft.

Sites marked off only on the esplanade allow parking

for 46 boats. Fishing boats outside this area park on the esplanade.

Now the town council is working on a by-law to come into force next month in order to have the boats outside the parking area removed. Boats inside the parking area will have to be parked correctly. The remainder of the boats are parked on Fishermen's

Square boat park, about 200 yards from the sea.

Three new cables are expected shortly and it is known yet where they will be parked, because Fishermen's Square is almost full of boats.

Some 63 boats out of 100 will shortly be lobster fishing from the port and it is estimated that 5,930 lobster pots will be put in the sea.

Model catch

BEAUTIFUL ex-model Anne Pinnington, has just returned from a tour of the Middle and Far East with a large export order for some lucky British company.

The order is for fishing gear and includes nylon nets, twines, floats, leads and fish hooks. She is on the lookout for a supplier. See page 7.

Top left: wheelhouse windows on the steamers *Royal Lines* (left) and *Coldstreamer* boarded up as both await their fate at Grimsby. They both seem set for trips to the breakers. Left: *Black Watch*, minus her old fishing number, being put up on the slip for a final check and paint.

'Incident' survivor

OBITUARY

JIMMY SMIRK, believed to be the last survivor of the infamous 'North Sea Incident' of October 1904, died peacefully in Alderley old people's home, near Cleithorpes, on April 17 aged 90.

As a second engineer on Kelsall Brothers and Beeching's old steam fleet *Teal*, Mr. Smirk was summoned to the originator to watch a lumbering fleet of Russian warships from the Baltic pass by some 40 British trawlers fishing together.

His chief said: "Come up here Jim, and see the sight of a lifetime."

He duly obliged and was nearly blown to pieces as the trigger-happy Russians — believing they were Japanese destroyers — opened fire at

point-black range, blazing away with unbelievable accuracy for ten minutes before steaming on to their doom months later at the bloody sea battle of Tsushima.

The incident provoked such national indignation that only a direct apology from the Czar prevented Britain ordering the Grand Fleet to sea.

Recalling the events years later, Mr. Smirk remembered how swiftly everyone was damaged was "ordered to get on with the fishing, almost as though nothing had happened."

Born at Preston, he was lured to Hull by the big money (4s. 6d. a week of 22p) of fishing. He got his chief's ticket, moved to Grimsby in the 'brenties' and retired in 1939.

Agent sells

THE FISH-selling and ship agency firm of Alex Whyte (Aberdeen) Ltd. has been bought by Christian Salvessen (Seafords) Ltd.

This further extends Salvessen's activities, particularly in the foreign field, as Whyte are agents for a number of foreign vessels.

The take-over was announced last Friday night, when Salvessen said the firm would be operated in conjunction with the Aberdeen office of John Brown and Son (Aberdeen) Ltd., under the general management of Jim Adams of Brown and Son.

Alex Whyte, who founded the business in 1947 after the dissolution of an earlier partnership, is to continue to be associated with the company as an advisor.

200-miles for USA

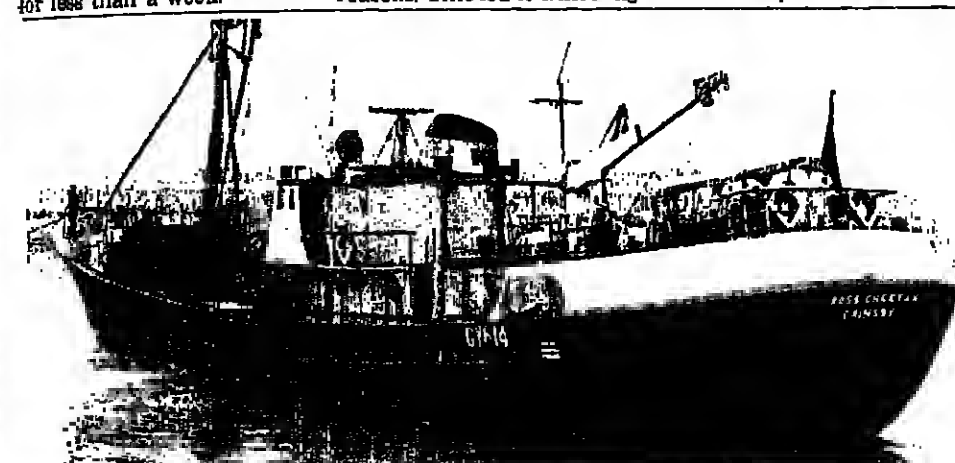
WHATEVER the outcome of the present United Nations law of the sea conference being held in New York, the USA will have a 200-mile limit by the time next year. In the interest of overfishing and fish conservation, the American Congress overwhelmingly supported a bill, signed by President Ford last week, to extend her limits from 12 miles to 200 miles. This unilateral declaration will take effect from March.

MILFORD MERCHANTS WADE IN WITH AID

IT WAS announced at Milford Haven last week that the trawlers *Brendo Wilson* and *Georgina Wilson* are returning to sea.

This welcome and surprise move came after *Georgina Wilson* had been laid up for 10 days and *Brendo Wilson* for less than a week.

Their owner, Hubert Jones of Swansea, had tied the vessels up for economic reasons. This led to a meeting between owners and merchants, when the merchants promised some form of help for the fleet.



Ross Cheetoh continued her outstanding run at Grimsby last week. She grossed £18,116 for an 18-day Faroe trip.

GRIMSBY SLUMP STUNNER

THERE WERE early signs of Grimsby markets holding up well in the first few days after the Easter rush but, on Friday last week, prices suddenly slumped back towards minimum and unsold fish was carted away for meal.

Worst affected by the collapse in demand was *Ross Zebra* (Skipper Ron Reeve), one of BU's top middle water trawlers. Back from her 32-day trip to gross £19,021 on Friday's slack market.

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Some idea of the freity of demand can be assessed by comparing this grossing with sister-ship, *Ross Cheetoh* (Skipper Tom Ross). Still in the middle of a very fine run, she landed an 18-day Faroe trip the day before of 851 kits to pick up £16,116.

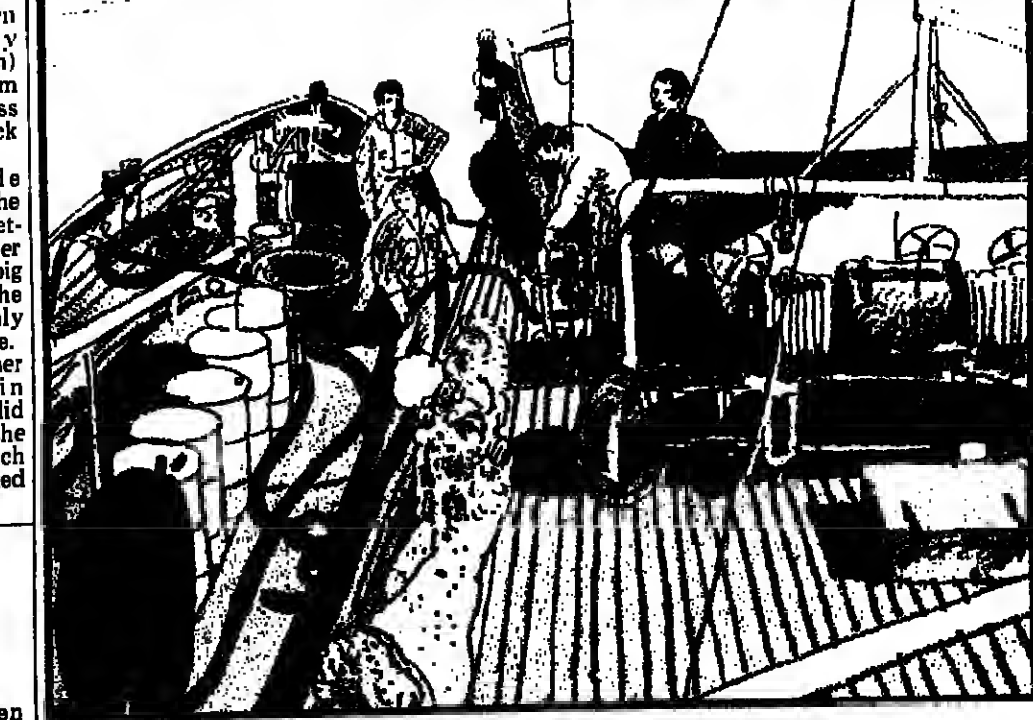
On a well supplied Wednesday market, *Ross Genet* (Skipper Bill Selt) made £17,411 from 893 kits and Taylor's *Ermo* (Skipper George Smith) £12,350 for 680 kits after Faroe voyages.

Many merchants were inclined to be critical of the quality of middle water landings — some of the haddock are still thin and poor travellers. But differing qualities were not the sole cause of Friday's collapse.

Luckily the Icelandic trips had a much better time for, after the brief sortie to the north-west corner there were, just for a day or two, larger landings. A little bit of quality placed with some good haddock was landed.

BUT the *Rosa Rodney* (Skipper Geoff Carlsberg) came out best with 1,800 kits to gross £35,068. *Vionova* (Skipper Tony Hankin) scored well with £32,837 from 1,554 kits, and *Rosa Kipling* (Skipper Bill Ferrende) cleared £31,822 off 1,581 kits, as usual predominantly codstuffs.

By the weekend, however,



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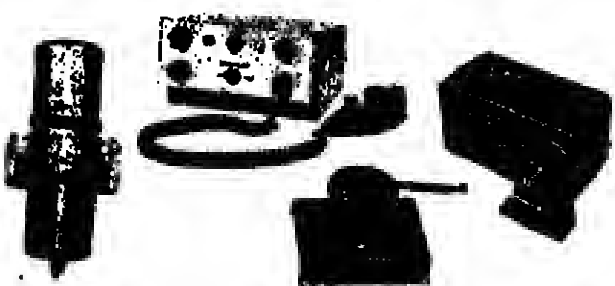
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Protesting Scots 'ignored' factory

LETTERS

SIR, I have read the article
"No Joy at Helmsdale"
(*Fishing News*, March 28),
concerning local fishermen
protesting at imported fish
causing their ruin.

My opinion is that
Helmsdale fishermen have very
short memories, as have
Ceilthness fishermen.

Three years ago my com-
pany, together with Highlands
and Islands Development
Board, set up a factory at Thur-
so. Our products were
laminated blocks and IQF
fillets.

All the latest equipment was
installed into this factory, but
the firm, in fact, had only a very
short life.

The reason for its having to
close down was because of the
lack of support it needed from
fishermen.

During the first five months
of operation, starting from
scratch, the production rate
rose to 1,200 boxes of fish per
week — 80 per cent of the fish
produced came from
Kilnchobervie, 120 miles away
from the factory.

We invited Helmsdale
fishermen to supply our factory
with fish and our own vehicle
would pick up the fish and

carry it to our factory.

The reply to our request was
yes, we could have the fish left
over after Aberdeen was full.
No support from the Wick fleet
and only two boats out of the
Sorabater fleet supported the
factory. The boats were *Steak*
Rock and *Star of Peace*.

I can only sum up by saying
that the Ceilthness fishing
fleets are entirely to blame for
their own demise, by not
supplying fish to those who
needed it. These days no-one
can turn away good business
and remain prosperous.

T. Bennett,
Fish Products Ltd.,
Preston,
Lancs.

CASE FOR RULES ON FREEBOARD

SIR, I read with interest Mr.
Napier's letter in *Fishing*
News, April 16, and agree
with everything he has
written.

He writes as a naval
architect and, I fear, some
paragraphs in which he men-
tions GM, KM, KG, and con-
stants convey very little, if
anything, to the average fisher-
man. They are finer points in
the controversial question of
small craft stability.

I think Mr. Napier will agree
that one of the difficulties with
stability information is that an
inclining experiment has of
necessity to be carried out in
still water and favourable
weather. Also, that there is
always the possibility of error
may creep in when substan-
tially determining the
characteristics for the vessel
conditions in which a vessel
could be placed, and that
stability and good seagoing

qualities should be jointly
considered.

I am perplexed at the lack of
information published concern-
ing the DTI requirements and,
so far, have not seen figure to
indicate the minimum GM con-
sidered appropriate for a
fishing vessel.

The case for all new con-
struction complying to a set
standard is very strong, but,
likewise, it would be difficult to
say that an existing vessel in
service for possibly 10 years or
more is unsafe; so obviously
the DTI must adopt flexible
approach to such vessels.

but owners should be en-
couraged, or even obliged, to
take competent advice before
adding top hamper to their
vessels — a practice common
these days with the many
mechanical devices being
fitted.

Fishing vessels have, in law,
been exempt from marking
with a load line, but there is a

case for considering a
minimum freeboard.
Providence is being tempted by
fishing vessels being deep in
the water with big catches.

I feel, however, that the
number of fishing vessels
lost is very small. I thought
that, in the *Trident* inquiry,
evidence I read was by no
means conclusive.

My mind goes back to the
great gale of 1863 when, I
think, seven fishing vessels
were lost. I feel certain that
lack of stability was not the
cause — the vessels were
overwhelmed by extreme
weather.

Also, don't let us forget that
fishing is a hazardous occupa-
tion and, on occasions, con-
siderable risk is incurred which
no legislation will eliminate.

George Paeros,
Sunderland,
Surrey.

Don't allow in the Dutch

SIR, I view with dismay the
controversy over the Dutch
plan to set up a blue whiting
processing factory in the
Outer Hebrides.

Surely, if the blue whiting is
a viable proposition and is
needed, British fishermen
should fish and process them.

If it is a worthwhile propo-
sition for the Dutch, it should be
equally as good for the British.
It is the general opinion of all
fishermen that we should ex-
port — not import — fish. With
the present overburdened
fishing grounds, the last thing
needed is an overabundance
of foreign vessels supposedly
fishing for blue whiting on our
doorstep.

Fish is like any other trading
commodity. Any country which
wants fish can come to Britain
and buy it.

I hope that the Government
Ministers who have the respon-
sibility, skill, ability and deter-
mination to protect our
fishermen will be very of the
thin edge of the wedge.

C. Finn,
Campbelltown,
Argyll.

Fish plant 'ruse to evade limits'

DINGLE fishermen, with the support of the
Irish Fishermen's Organisation and Galway
and Aran Fishermen's Association, have ob-
jected to a proposed fishing complex to be set up
in Fenit by a Dutch concern (*Fishing News*, March
28).

The fishermen maintain
that the effluent from the
Fenit project could destroy
rich oyster beds there, thus
depriving hundreds of people
of a lucrative seasonal in-
come.

The men also claim that
the venture is being used as a
means of allowing Continental
concerns to fish inside
Irish territorial waters.

They claim that boats
supplying the firm, owned by
the Dutch concern, would be
registered as Irish and fish in-
side Irish waters.

The County Kerry
Fisheries Committee, a sub-
sidiary body to Kerry County
Council, the local authority
for the area which will have to
decide on planning
applications for the proposed
plant, has also objected to the
project.

M. Jean Paulus, managing
director of a company called
South West Exporters, which
has been set up for the project
and which previously issued
details of it at a press con-
ference, said his group would
be prepared to have Irish
fishermen supplying the
plant.

He claimed that there was
no truth in allegations that
the project was an attempt to
fish inside Irish waters by
foreign boats.

He said that, if he had to
use his own boats to supply
the plant adequately, he
would give a guarantee that
they would not fish in
grounds frequented by the
Dingle boats.

Our Irish correspondent
says that there is some con-
cern also in Castletownbere
about the proposal of a

Spanish firm to set up a plant
on Dinish Island and supply
it with its own vessels.

The Government and BMA
have supported this plant
but there has been no
wholehearted welcome from
fishermen who are uncertain
about the situation.

The company involved at
Castletownbere is *Pescanova*
from Spain, a leading Euro-
pean fishery company, which
will set up *Eiranova Fisheries*
Ltd. with the aid of a
£300,000 grant from the Irish
Government.

The proposal is that two-
thirds of the factory's re-
quirements be supplied
from its own four vessels,
with the balance coming from
local fishermen.

AGM DATE

THE 141st annual general
meeting of the Fishermen's
and Boatmen's Institution
will be held at Guildhall, Man-
chester, on May 20 at 2.30 pm.

Why I'll have to give up fishing

SIR, The *Fishing News*
report on the crew situation
here in Grimsby (April 16
issue) gave me cynical
thoughts.

Maybe the dock department
is finding it a bit hard to crew
the ships. It is not the same
case in the engine room de-
partment.

I am not a qualified engineer
but know enough to have sat
ed as 3rd and 4th engineer or
freelancer, but mostly as a
greaser.

I have been out of a ship
now for seven weeks and,
although there have been
several jobs going, the
preference has been to go
steam engineers or greasers.

When the owners told us
steam trawlers they sold the
steam engines would be re-
sorted into the diesel trawlers.
That's the policy the
owners have followed. To us
this they have pushed out as
regular diesel men like myself.

I honestly think that, one
day, trawlers will be left up-
per for the high costs, but the
stage of trawler crews "bait"
on deck.

Remember a strike in the
last fifteen? I think it lasted
a few weeks. When the strike
was over the ships were unable
to put to sea because the crew
were not to be found.

Why? Because many of the
men had got jobs ashore and
I know many of them never
returned to sea. I believe that
what is going to happen again.
I know even now of an
engineer man who has
taken jobs ashore and won't
return to sea. Like myself, this
has become disheartened
after being told there is
"nothing doing". It won't be
long before I give it up, too.

T. Willmott,
c/o RNMDSF,
Hope Street,
Grimsby.

DEEP WATER FLEET FACES £5½m. LOSS

THE British trawling
industry could lose
£5½m. for the year en-
ding next September
according to an in-
dependent accountants'
report to the Government.

The deep sea fleet is plung-
ing deeper into the red with
the prospect of more ships be-
ing scrapped and many more
jobs being lost.

Fisheries Minister, Fred
Pearl, has been told by the
British Trawlers' Federation
that they feel the report
proves the overwhelming
need for which the Govern-
ment has asked for before
resuming financial aid.

The consultants' summary
for the last year, presented to
the Government in January,
covered 258 vessels sailing
from Fleetwood, Grimsby,
Hull, Lowestoft and North
Shields, while the current
projection covers only 238
vessels, illustrating the con-
tinuing decline in the fleet.

Despite a forecast of in-
creased earnings from sales of
fish and by-products, the

projection sees an estimated
operational loss of more than
£1½m. for the fleet as a whole,
to which must be added near-
ly £4m. for capital
repayments and interest
charges on loans for trawlers.
This gives a deficit of more
than £5½m. before anything is
set aside for depreciation, es-
timated at a further £7m.

Austen Leung, director-
general of the British
Trawlers' Federation, said:
"The Government knows that
the cash the industry can call
upon over and above its ear-
nings is well below the
prospective £5½m. shortfall in
its cash flow so, without
assistance, a further decline
in the fleet and the conse-
quent loss of jobs is in-
evitable."

"With the older tonnage
gone in the contraction of the
last two years, we are now
starting to gnaw away at the
backbone of the industry as
newer ships are scrapped or
tied to the wall."

The federation said that
most of its troubles stemmed
from the hopelessly un-
economic and heavily sub-

Coble men hit out at trawlers

DISPUTES between
coblemen and
trawlers in parts of
the district, especially
Whitby and Eile, have
arisen again, states Mr.
H. F. Theaker, chief
fishery officer, for the
north eastern district, in
his quarterly report.

With poor line fishing,
some coblemen claim the
trawlers working close in-
shore during the winter are
destroying the grounds and
they cannot work some areas
for fear of having their gear
towed away.

Talking to Scottish
skippers, who were storm-
bound in the port, some said
that the herring conservation
measures taken in the North
Sea were beginning to show
results. The shoals on the
Whitby ground in 1975 were
reported to be the best seen
for several years.

Towards the end of the
quarter, the potting season
began in earnest, but early
results have not been good,
both crabs and lobsters being
scarce. This can probably be
accounted for by the cold
easterly winds during March.
Fishermen have reported
large numbers of small
lobsters (about 7in. in length)
on the grounds.

At Saltburn, part-time
fishermen have formed their
own Fishermen's and
Boatmen's Society.

At the beginning of the
quarter, one full-time coble
was line fishing in Robin
Hood's Bay, but results were
disappointing. The coble
stopped working and is now
up for sale.

For the time being, full-

time fishing has again come
to an end at this exposed sta-
tion. There has been no per-
centage fishing in the quarter.

For a winter quarter, keel
boats trawling have had a
more encouraging start to a
year than for some time.
Good catches of quality fish
have been taken on mostly
local grounds and prices have
remained fair.

In contrast, cobles have
had a very poor quarter work-
ing lines and, even when
working similar grounds to
trawlers, catches were light.

BEACH ON THE MOVE

A NEW hazard to ship-
ping along the sandbar
has formed at the en-
trance to Christchurch
harbour. Several boats,
including trawlers, have
been stranded.

According to local
fishermen the build up of
sand has come from
Bournemouth beach.

The sand which was dred-
ged up off Christchurch and
Bournemouth was pumped
ashore at Bournemouth to
replenish the lost beach there.

The Christchurch
fishermen are angry at all the
Bournemouth sand drifting to
block their harbour.

They are contacting their
local MP, Robert Adley, to
see if anything can be done to
dredge the entrance channel
to Christchurch harbour.

He is also being asked to
contact the Ministry of
Agriculture, Fisheries and
Food for their guidance.

Top trips from Iceland

FLEETWOOD trawlers
returning from Iceland
last week with some excellent
grossings. One in par-
ticular was the *Sida*
trawler *Wave Conqueror*
(Skipper Joe Nawakom).

This 139ft. vessel landed
1,228 kits, including 600 of
cod, 25 of plaice, over 400 of
haddock and 10 of coley,
which sold for £25,756.

This was one of the vessel's
biggest-ever grossings and her
catch of haddock was one of
the best from the Iceland
grounds for a long time.

On the same day, the
nearwater trawler *Andrew*
Wilson (Skipper Fred
Thompson) took advantage of
the good markets with a 317
kits from the Scottish
grounds. The total included
two of hake, 160 of cod, 10 of
plaice, 25 of haddock, 10 of
whiting, 30 of coley and 20 of
raker, which sold for £5,180.

The pocket trawler

Craigmillar (Skipper John
Jackson) cashed in on the last
part of the Irish Sea cod
season, returning to port with
207 kits, including 160 of cod,
which sold for £3,603 — a
good grossing for this type of
vessel.

It was also a good week for
the small J. Marr and Son
stern trawler *Norina*, which
since her recent completion,
has proved the value of her
class, under the command of
Skipper Frank Wilson.

The 130ft. vessel worked
Iceland on her latest voyage
before returning to port with
1,201 kits, including 900 of
cod, 20 of plaice, over 100 of
haddock and 50 of coley,
which sold for £23,251 — a
total which shows the
capabilities of this small
Gottina-type trawler.

There was a good grossing
for the larger stern trawler
Luneda on the following day.
This vessel, commanded by
Skipper Bill Bender, worked

Greenland and Iceland, but
her fishing time was cut when
she had to take an injured
crew member to a support
ship.

However, she still managed
a catch of 1,484 kits, in-
cluding 1,200 of cod, which
sold for £28,823.

On the same day the
nearwater trawler *David*
Wilson (Skipper John Banks)
landed 362 kits from the
Scottish grounds. The catch
included four of hake, 160 of
cod, 30 of plaice, 20 of had-
dock, 20 of coley, 25 of raker
and 40 of dogs, which sold for
£6,849.

It was a better week for the
port's inshore fleet. After be-
ing hit by bad weather and in-
different fishing, the fleet's
fortunes picked up last week
with good catches of plaice
being found in Morecambe
Bay. This met consistent de-
mand which resulted in a
welcome upsurge in earnings
for most of the vessels.

FIRM EXPORT ORDER

Tenders are invited for all or part of the
following:

ITEM NO. NYLON FISHING NET: White
(Single Knot, Double Selv. on Top & Bottom)

ITEM NO.	SIZE	QTY	UNIT PRICE	TOTAL
1.	2 1/4" x 6"	13	400m x 100yds.	130 bundles
2.	2 1/4" x 6"	13	400m x 100yds.	48 bundles
3.	2 1/4" x 6"	13	400m x 100yds.	17 bundles
4.	2 1/4" x 6"	13	400m x 100yds.	15 bundles
5.	2 1/4" x 6"	13	400m x 100yds.	12 bundles
6.	2 1/4" x 6"	13	400m x 100yds.	11 bundles
7.	2 1/4" x 6"	13	400m x 100yds.	10 bundles
8.	2 1/4" x 6"	13	400m x 100yds.	8 bundles
9.	2 1/4" x 6"	13	400m x 100yds.	786 bundles
10.	2 1/4" x 6"	13	400m x 100yds.	456 bundles
11.	2 1/4" x 6"	13	400m x 100yds.	348 bundles
12.	2 1/4" x 6"	13	400m x 100yds.	320 bundles
13.	2 1/4" x 6"	13	400m x 100yds.	286 bundles
14.	2 1/4" x 6"	13	400m x 100yds.	282 bundles
15.	2 1/4" x 6"	13	400m x 100yds.	20 bundles
16.	2 1/4" x 6"	13	400m x 100yds.	20 bundles
17.	2 1/4" x 6"	13	400m x 100yds.	20 bundles
18.	2 1/4" x 6"	13	400m x 100yds.	20 bundles
19.	2 1/4" x 6"	13	400m x 100yds.	70 bundles
20.	2 1/4" x 6"	13	400m x 100yds.	70 bundles
21.	2 1/4" x 6"	13	400m x 100yds.	70 bundles
22.	2 1/4" x 6"	13	400m x 100yds.	70 bundles

NYLON ROPE: N. White

ITEM NO.	SIZE	QTY	UNIT PRICE	TOTAL
23.	1 1/2" dia.	178,400	yards.	
24.	1 1/2" dia.	608,400	yards.	
25.	1 1/2" dia.	1,283,040	yards.	
26.	1 1/2" dia.	36,000	yards.	

NYLON TWINE: N. White

28.	210d/3	L3	11lb.	cord	Q'ty:	5,820	lbs.
29.	210d/6	L3	11lb.	cord	Q'ty:	10,340	lbs.
30.	210d/9	L3	11lb.	cord	Q'ty:	8,120	lbs.
31.	210d/42	L3	11lb.	cord	Q'ty:	13,320	lbs.
32.	210d/80	L3	11lb.	cord	Q'ty:	15,560	lbs.

STEEL 86-FOOTER IS SKIPPER'S FIRST COMMAND

THE LATEST 86ft. steel seiner-trawler to come from the Aberdeen yard of John Lewis and Sons Ltd. is named *Supreme*. She is the first command for Skipper Innes McPherson of Hopeman.

Supreme joins the growing number of seiners to be fitted with rope storage reels. Skipper McPherson told *Fishing News* that there is an increasing trend towards the reels as they cause less wear and tear on the ropes.

He said: "The reels are now so expensive that we've got to look after them."

The reels fitted to *Supreme* are made by the Eilon firm of Fishing Hydraulics (Scotland) Ltd. Weighing about 15 cwt. each, the reels have steel tube flanges of an open-spoked design and automatic spooling gear.

No stopping

A slot in the main flange allows damaged rope to be guided onto an auxiliary drum, without the need to stop the reels or winch. The reels are also fitted with two sets of brakes; one set under the wheelback and the other in the wheelhouse. Both sets of brakes can be operated independently.

A control valve is fitted under the wheelback for use when shooting the gear but, when hauling in the gear, the reels can be surged or stopped from the wheelhouse.

Skipper McPherson said he had ordered his boat from the Lewis yard as the firm has a successful name and produces a good boat.

When *Fishing News* asked Skipper McPherson how he feels about taking over a large new boat during the present troubles in the fishing industry, he said he feels pretty optimistic about the future.

The big seiners seem to be doing a bit better just now and he feels that these boats "will come into their own".

He said the big worry for fishermen at present is the imports of foreign fish, but he also sees over-fishing as a big danger.

Supreme will be working from Peterhead or Aberdeen

and is to use Duthie seine nets. Made by an Aberdeen firm, these nets are used by a number of successful seiners including *Inter Nos* and *Cavalier*.

With an overall length of 26.2m. (86ft.) and moulded beam of 6.7m. (22ft.), *Supreme* is a seiner-trawler version of the well known Lewis Mk. II class of pocket trawler and has a transom stern, raked stem and wheelback.

Power

The main engine is a Mirreless Blackstone ETS16MGR giving 637 bhp at 750rpm. It drives the fixed pitch propeller through a 3:1 reverse and reduction gearbox.

Two Gardner 6LX auxiliary engines are fitted. One drives a Newage Lyon alternator while the other powers the hydraulic pumps for the winch, power block and rope reels, plus another Newage Lyon alternator.

The Gilbert Gilkes and Gordon bilge and general service pumps, and Worthington Simpson air compressors are electrically-driven. Tanks have capacity for 134 tons of fuel oil and five tons of fresh water.

An Andreas Jansen and Sonner seine and trawl winch, driven by a Dowty pump, is fitted below the wheelback. A Loasia Hydraulic Co. power block is located aft of the deckhouse.

An aluminium gutting shelter is fitted, and the fishroom is insulated with glass fibre and has a capacity of 120 cu. m.

Brown and Perring (Instrumentation) Ltd. supplied much of the wheelhouse equipment, including Atlas 720 fishfinder, "Sailor" T122 R105 radio telephone, "Sailor" RT42 vhf set and Cellhuoy Mermaid 23 watchkeeping receiver.

Deca has supplied a 350T track plotter, 916 and 050 radars, Mk.21 navigator and an automatic pilot. Also fitted is an Audix intercom system, Tenford steering gear and two Bostrom chairs.

Supreme is named after an old Hopeman steam drifter.

Right: *Suprema* at Aberdeen. The Lewis-built seiner-trawler, which is named after an old Hopeman steam drifter, is another in a long series of steel boats from the Aberdeen yard.

Steam-in-the-bag cement potter

THE ferro-cement hull for a new 40ft. Littlehampton potter has been built up-side-down on a mould and steam cured in a giant polythene bag.

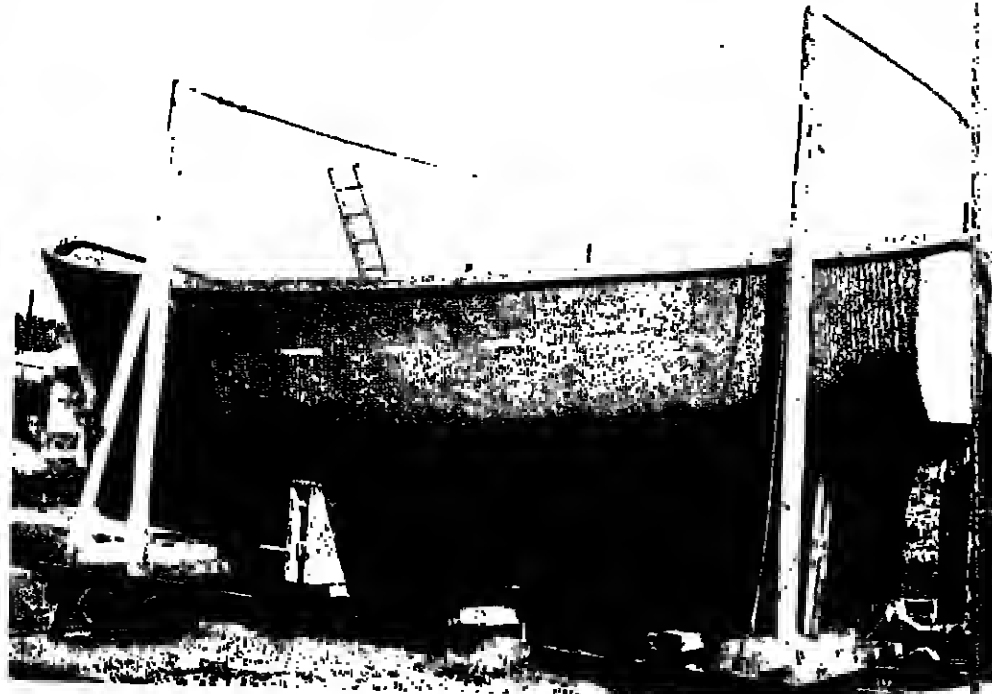
This building method — which is claimed to speed up production of a hull from about six months to six weeks — is being used by Ferro-Sea-Craft. The small firm produces hulls in a very rudimentary polythene-covered 'shed' on Hoyling Island.

It's not vast financial backing but skill and ingenuity, which has produced this hull which is the eighth, but first for full-time fishing. The skipper-owner, Peter Burtenshaw of Littlehampton, is to fit her out himself at her home port.

Ferro-Sea-Craft is run by Don Fuller with the help of local fisherman Wally Kendall. Mr Fuller told *Fishing News* that, after building boats of wood, GRP and aluminium since the war for various companies, the mould method for ferro-cement seemed to come naturally. Although it is a departure from the pipe-frame system UK ferro-cement boat builders are using, some foreign yards are building ferro-cement boats in special moulds.

Don Fuller's mould consists of plywood shaped to the

hull lines and polythene is used to stretch over the mould to form a working surface. Because the framework could be practically thrown away after each hull, there are no large sums of money



Above: the ferro-cement hull for a Littlehampton skipper ready for launching at Hoyling Island. Below left: aboard the 40-footer. The deck is also built of ferro-cement. Below right: Don Fuller, who says the yard could mould a 70-footer.

in use. The framework of a boat is formed using 1in. dia. high tensile steel rod which is accurately wound transversely and longitudinally around the hull at 1 1/2in. centres. Some eight-layers of chicken wire are wired onto the framework and a team of 10 to 12 men then plaster the hull, which is built up-side-down. Hull thickness is around 7in. to 1in.

Plastering is supervised to ensure the proper and even spread of mortar and a standard vibrator is used to compact the mix. The hull is finished off as smoothly as possible. Normally a ferro-cement hull takes around one month to cure, but Ferro-Sea-Craft covers the hull in a polythene 'bag' and steam is pumped in to cure the hull in about a day.

The hull is turned the right way up using a home-made roller wheel holed to the hull on rods, which are left protruding from the hull framework. Deck beams are not considered necessary and the deck is 7in. thick.

Don Fuller told *Fishing News* that "the steel content of the hull is the strength of the boat; the cement stops the water getting in."

Bulkheads, deck and fuel tanks are also made of ferro-cement using a mould. The engine beds are of steel.

Ferro-Sea-Craft builds a hull for £90 a foot and the deck and hatch openings are an extra £30 a foot. So, the 40ft. hull costs £3,600. Added to this are the four

bulkheads at £150 each and the two epoxy-lined 180-gallon fuel tanks, mounted each side of the engine, at £150 each. The hull ready to fit out is priced at £5,700.

The mould building system produces a boat without frames — unlike the more traditional pipe frame method — and so the boat's interior is very spacious. However, while a lack of frames may be acceptable for small boats, it will certainly cause a few eyebrows for larger craft — especially if the yard went ahead with a 70-footer, which Don Fuller claims he is quite prepared to do.

He told *Fishing News*: "Our gunwales will deflect a blow and will spring back into place."

There is no particular advantage in a heavy skin on top of the wire frames. If you keep it at 7in., it's ideal."

But, ferro-cement boat builders generally agree that the material can only give so much — after this point it will crack.

The firm uses its own boat designs and is prepared to fit out its hulls ready for sea.

Ferro-Sea-Craft offers three standard boats — 26, 32 and 40ft. — but will quote for other lengths.

The Littlehampton potter has an overall length of 41ft. 3in., beam 14ft. 6in. and draft, 5ft. Registered length is under 40ft.

Ferro-Sea-Craft builds a hull for £90 a foot and the deck and hatch openings are an extra £30 a foot. So, the 40ft. hull costs £3,600. Added to this are the four

...focus on ferro-cement

Ferro-Sea-Craft will be just one of the builders described in a special feature on ferro-cement fishing boats in the June issue of our associate monthly journal *Fishing News International*. This will look at some of the ferro-cement fishing boats being built in the USA, Canada, Brazil, Cuba, Norway and Britain.

Recalling some of the stories which appeared in our columns this week 50 years ago.



Recalling some of the stories which appeared in our columns this week 50 years ago.

'Fish for boxing comes ashore at ten tons an hour'

Devon firm develops a speedy fish pump

FISH PUMPS in use at Plymouth, Devon, have up to now been suitable only for handling catches destined for the meal plant because they damage the fish.

Now, D.A.M. Trawlers Ltd., of Plymouth has developed a system whereby fish for boxing can be brought ashore without damage.

The heart of the new system is a vacuum pump to evacuate a large steel cylinder capable of holding up to 10 cwt. of fish. This cylinder is connected by 6in. flexible pipe which is used for sucking the fish up from a boat's hold.

When the cylinder is filled, a valve notes the increase in weight and sends a signal to shut off the vacuum. At the same time it actuates the pneumatic cylinders which open the dump hatch on the steel cylinder. This releases the fish and they fall by gravity into a waiting lorry or hopper. Once released, the cycle starts up again.

Fitted in the suction line from the vacuum pump is a scale and water trap to prevent this material from entering the pump. An air elevator is fitted to the air outlet from the pump to reduce noise.

Using this system, up to 20 tons of fish an hour can be handled. But when the fish is being boxed, this is reduced to 10 tons an hour — the maximum which can be handled conveniently.

Mr. Atkinson of D.A.M. Trawlers told *Fishing News* that one box of fish had been passed through the system seven times. When placed

alongside a box taken direct from the hold experts could not tell the difference!

So far this new system has been used for mackerel and pilchards. With the queen season getting underway in the West Country, it is hoped to try it out on these shellfish. The designers can see no reason why it will not work just as well.

This could save fishermen the tedious job of bagging queens before they are landed.

It is thought that white fish would be easier to pump than softer pilchards and the pipe size could be increased to allow larger fish to be unloaded.

Pollution

Using this vacuum system, there is no need to fill the fish hold with water, as with the other pumping systems. This reduces the possibility of contamination from the dock water and avoids any pollution of the dock with fish offal when the hold is pumped out again. This is an important consideration in these pollution conscious days.

There is little restriction on the length of suction used; the designers expect that it will work satisfactorily at distances of up to 600 ft. from the vacuum pump.

The prototype is mounted on a concrete lorry chassis, with the drive for the pump taken from the lorry engine. This allows mobility, but the pump could be equally well mounted in a shed with electric drive.

Belgian fishing boat Jan Valdere tends 50-ton stone boxes of sole at Fleetwood.

UNITED STATES calls for conference of maritime powers on oil pollution.

CHARITY football match held between Billingsgate and Smithfield market staff at the West Ham ground in London.

ABERDEEN'S Hall Russell & Co. Ltd., launch 59th steam trawler for Ivin & Johnson Ltd., of South Africa.



The holding cylinder with its dump hatch open.



The box housing the vacuum pump connects via the scale and water trap on the right to the cylinder above. On the left is the air silencer and suction pipe to the fish hold.

PNEUMATIC BULK-FISH TRANSFER TRAWLER TO SHORE

PNEUMATIC SYSTEMS FOR HANDLING OF BULK FISH, FISH MEAL, ICE, ETC. AT RATES OF 10-50 TONS/HOUR WITHOUT DAMAGE AND INDEPENDENT OF TIDE CONDITIONS.

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38' x 38' x 38' (Weight 900 lbs)
40' x 40' x 40' (Weight 950 lbs)
42' x 42' x 42' (Weight 1000 lbs)
44' x 44' x 44' (Weight 1050 lbs)
46' x 46' x 46' (Weight 1100 lbs)
48' x 48' x 48' (Weight 1150 lbs)
50' x 50' x 50' (Weight 1200 lbs)
52' x 52' x 52' (Weight 1250 lbs)
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56' x 56' x 56' (Weight 1350 lbs)
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78' x 78' x 78' (Weight 1900 lbs)
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John Burgess' Log



SNAP-ON CLIPS FOR LONGLINES

I RECEIVED a letter recently from a friend who has been fishing in New South Wales and Western Australia for a number of years. He is now lobstering and line fishing off the west coast of Scotland.

Some of his remarks about the use of clips may provide food for thought if you go longlining, particularly so if you catch skate and roker.

Hooks

He sent a clip of a type used when drop-line fishing for Big Eyes from Eden in N.S.W. He used to attach hooks to these clips with spring washers and, as the line came in, he unclipped them and threw them with a fish on the deck or, without, into a basket.

The clips were so handy that he does not use hooks and snoods permanently attached to a line.

Clips or snap-on connectors, similar to the sample he sent, are obtainable in the UK, if a big enough order is placed, from Specialist Springs, 96 St. Michael's Trading Estate, Tannery Road, Bridport, Dorset or, in any quantity, from the North Supply Co., Salmon Bay Terminal, Seattle, Washington 98119, USA or C. H. Smith and Co. P/L, 16 Charles St., Launceston, Tasmania.

Steel boat plans

"I HAVE a 23ft. boat which has given good service, but have recently

Put a stop to gribble

"I HAVE read of a composition which can be applied to wooden hulls before they are coated with primers and anti-fouling paints that prevents gribble worms from penetrating the wood.

In one report it was stated that the composition comes from the USA, in another, from Norway. Do you know where it does come from and where it can be obtained here?"

The only composition that I know of, which resembles the one you refer to, is based on a formula that has proved highly successful in combating attack by marine borers along the Atlantic seaboard of the USA for several years.

It is a wood preservative now produced in this country by Jotun-Henry Clark.

It is known as Jotun's Special Wood Preservative, a composition which contains an insecticide capable of destroying gribble worms within a period of 3-6 days.

It can be used to treat the timbers of both new and old boats when there is either a danger of their being attacked or after they have been penetrated.

For long term protection of new timber, Jotun's recommendation that it is deeply impregnated with the preservative by pressure treatment and that the preservative is always applied whenever boring or cutting exposes untreated surfaces when a vessel is being built.

To protect on existing boat it is recommended that the bottom paint be burnt off with a blow lamp and removed by scraping.

Thereafter, it should be scrubbed and hosed with fresh water to remove all traces of salt before preservative is applied.

To treat a hull, which has been penetrated by gribble, it is recommended that all affected timber be replaced and that, after unaffected timber has been burnt off, scraped and hosed with fresh water, both new and old

timber should be coated.

Impregnation and application of preservative to bare wood are not the only precautions you can take to prevent your boat being attacked by gribble. Jotun's produce coatings to go over treated wood to reduce the risk of attack even further.

It recommends that bottoms of boats newly built with impregnated timbers should be given a coating of their Aluminium Primer, a full coat of their No. 650 Special Primer and two coats of Maroon Anti-Fouling M.I.V.

It recommends that the same priming and anti-fouling coats be applied to hulls which have been attacked by gribble, after they have been treated.

But it has so much faith in the worm-resistant properties of its Maroon Anti-Fouling M.I.V., that it says that two full coats of it should protect hulls with no trace of attack.

Prices and instructions for application of Jotun's Special Wood Preservative, primer and anti-fouling, are obtainable from Jotun-Henry Clark Ltd., 8 Fenchurch Buildings, London EC3; 11 Wrenhouse, West End, Albert Dock, Hull; or from their agent in Scotland, J. Mac (Aberdeen) Ltd., 184 Albert Quay, Aberdeen.

Safety blocks

A DEVICE for preventing severed warps from whipping back and causing injuries has recently been introduced.

Known as the Garrod Wire Hawser Safety Block, it is designed to be fitted to warps by means of screw toggles and secured to galleys by either shackles or chain. An eye-bolt is fitted to it for the purpose.

Full details and price are obtainable from S. P. Gerard and Co. Ltd., 73 High Street, Greenhithe, Kent.

Co., Lindsay Street, Ayrhoath.

The firm has designed all sorts of fishing vessels, from 30ft. lobster boats to 86ft. purse seiners during the last few years and welcomes inquiries for designs of any type.

If it does not have an exciting design which meets with your approval, it probably has one that almost does. And it is willing to develop a design in accordance with your idea.

It can supply general arrangements, plans, lines, offsets, specifications, hull machinery, electrical, piping and accommodation plans. It also undertakes stability calculations.

FIRE EXTINGUISHER

"WHERE can I get fire quenching equipment for my 35ft. boat?"

One supplier of this equipment is Golden Arrow (Extinguishers) Ltd., of Newhaven, Sussex.

It supplies complete kits in various sizes — extinguishers, brackets, pipes, T-pieces, spray nozzles, fixing screws, pipeclips, etc.

Its extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, calor gas and electrical fires.

It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans.

This equipment is known as Seasafe and, if you use it, main sources of fire danger in your boat are permanently protected by the pipeline system fitted to projection(s) on the extinguisher(s).

Branch lines, connected by

means of T-pieces, supply discharge heads fitted at vulnerable points.

Operating lever is fitted on top of the extinguisher and if you want to use the extinguisher on its own, you can easily pull it out of its bracket and do so manually.

Another feature is that BCF does not deteriorate with time and so extinguishers need not be discharged, a red disc indicates that the cylinder is empty.

One Seasafe kit is supplied with three discharge heads; two with six each; and one with eight. Each kit is designed to protect compartments of a specific total cubic capacity.

So you can judge which you need by calculating the capacity of your engine room, galley and any other compartments which ought to be protected.

If you want them automatically protected, Seasafe equipment for protecting 125 and 230 cu. ft. compartments is available.

Automatic equipment is installed in HM ships and

remotely operated, dual purpose equipment in RMA lifeboats. The latter has also been fitted in a number of Scottish fishing vessels.

Since BCF is a comparatively new extinguishing agent, however, I understand that you have to have DVI approval to use it.

Further information about this, and about the various kits available, can be obtained from Golden Arrow (Extinguishers) Ltd., Estate Road, Newhaven, East Sussex.

Horns

"DO YOU know where I can get a foghorn which can be operated off a 12V power supply?"

I think one or other of the Flamm horns will suit you very well.

One supplier is Greenham Marine Ltd., The Quay, Poole, Dorset, a firm which also supplies the Flamm horns. Another is Plymouth Marine Ltd., 27 Southfields, St. Mark's Road, Plymouth PL4 8AA.

Fishermen fear Poole pipeline

STRONG opposition has come from fishermen to moves which could lead to an oil pipeline from a new on-shore field at Purbeck crossing Poole Harbour.

"Fishermen want the oil kept away from the harbour," said Roland Stuart, secretary of Southern Sea Fisheries District Committee.

He believes the Gae Council's Purbeck oil field at Wyth Farm would be served by a railhead at nearby Fuzebrook — which would cut out an underwater pipeline.

"What we are frightened of is the complete destruction of the valuable oyster beds as well as fish," said Sandy Wills, chairman of Poole Fishermen's Association.

"If the pipeline were to break, which it could do, the harbour would be full of oil before anyone could stop it," he said.

At the moment the course of the pipeline is in a survey stage.

In the meantime, members of southern district have been invited to see the well-heads during an official visit to Wyth Farm oil field.

TOP SHELLFISH MEN TO SPEAK AT CONFERENCE

DR. ERIC Edwards and Dr. Peter Walne of the MAFF, J. C. Early of Torry Research Station and Ernest Hamley of the Fisheries Organisation Society, will be among the main speakers during the annual Shellfish Conference in London on May 18-19.

The conference, organised by the Shellfish Association of Great Britain, will be in the Fishmongers' Hall.

It will start on the morning of Tuesday, May 18, with a four-part presentation on lobsters and crabs introduced by Dr. Edwards, of the Burnham-on-Crouch Laboratory, with a general review of lobster and crab fisheries in the UK.

The views of a Dartmouth crabber will then be given by Ken Browne of Paignton, the cultivation of crustaceans at Conwy will be described by

Dr. Walne, J. Munford and R. Richards; and in the final part of the presentation, Mr. Early will deal with processing lobster and crab meat.

The morning session will conclude with a talk by J. B. C. Simmonds, a solicitor, on Shellfish and the Law.

In the first afternoon session, Dr. Albert Lucas, of CEDEX in France, will discuss aspects of rearing and cultivating clams.

Later in the afternoon, the conference will adjourn for a special exhibition to be given in the Court Room of Fishmongers' Hall by the Burnham-on-Crouch and Conwy laboratories and by the Marine Laboratory in Aberdeen.

Sessions on Wednesday will include a report on 60 years with the FOS, to be given by Mr. Hamley.

P. Thursfield, of Packaging Advisory Service, will give a talk on developments in packaging materials for shellfish, and the large

shellfish industry of Chesapeake Bay in the eastern United States will be described by Dr. F. O. Perkins of the Virginia Institute of Marine Science.

Finally, Albert Stroud, a Thames Estuary oyster-dredgerman from 1912 to 1933 will talk about oyster dredging under sail.

Further information from G. A. A. Gardner, director of the Shellfish Association, Fishmongers' Hall, London Bridge, London EC4R 9EL.

'FIRST' OF ITS KIND

THE 36ft. lobster boat Fulmar was lowered into Wick Harbour earlier this month after a traditional naming ceremony at the Wick yard of boatbuilders James McCaughey.

Fulmar is said to be the first vessel in the country to be built with a South diesel variable pitch propeller 100 hp engine which produces greater manoeuvrability.

She was built for joint owners Alan Jackson and Ian Cox, Padachre, near Gairloch, ex-aero engineers.

NEW DEPOT

A.N.D. Electronics Ltd., the North Shields marine electronics firm, has opened a sub-depot at Hartlepool to meet its expanding trade.

Managed by Bob Burdiss, the new sub-depot is situated at 73 Church Street, Hartlepool (tel: 4578), once the site of the well-known firm of compass adjusters, B. Willinge & Co.

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Orkney fisherman David Reid hit upon a novel idea for a roof when he built the house above. The plug, from which Helmside 54 GRP fishing boats are made, has been turned up-side-down and used as a roof.

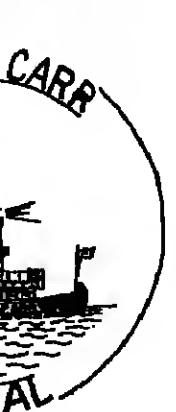
Exchange changes at Grimsby...

AFTER nine years as chairman of the Grimsby Fishing Vessel Owners' Association, Mr. W. P. S. Linton, deputy managing-director of BUT, has resigned.

The new chairman is Fred Parkes, owner of Fred Parkes (Holdings) Ltd. the company with extensive interests on the fish docks, especially in selling and multi-purpose fishing circles.

His new vice-chairman will be Henry Taylor, the senior executive director with H. L. Taylor Ltd.

Mr. Linton will continue to take an active part in the organisation of the association and will carry on as chairman of the Trawler Owners' Committee.



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